

Amendments To The Claims:

Please amend the claims as shown.

1 – 4 (canceled)

5. (new) A method for controlling a fuel pressure in a fuel supply device of an internal combustion engine, wherein the supply device has a fuel pump that pumps a fuel into a fuel accumulator that supplies injection valves with the fuel and that is connected to a regulator valve that adjusts the fuel pressure as a function of an actuating signal comprising:

determining a desired fuel pressure value,

determining an actual fuel pressure value,

determining an actuating signal as a function of the desired fuel pressure and a variable,

wherein

the dynamics of the flow of the fuel through the regulator valve, the variation in the flow rate or the variation in the fuel pressure being used as the variable characterizing the dynamics of the flow of fuel through the regulator valve.

6. (new) The method according to Claim 5, wherein the regulator valve is an electromagnetic regulator and that the energization of the electromagnetic regulator is influenced by the actuating signal.

7. (new) The method according to Claim 5, wherein if the flow rate increases the energization is decreased and if the flow rate falls the energization is increased.

8. (new) The method according to Claim 6, wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

9. (new) The method according to Claim 7, wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

10. (new) A method for controlling a fuel pressure in a fuel supply device of a combustion engine, comprising:

determining a desired fuel pressure value,
determining a actual fuel pressure value,
determining an actuating signal as a function of the desired fuel pressure and a variable,
wherein
the dynamics of the flow of the fuel through the regulator valve, the variation in the flow rate or the variation in the fuel pressure being used as the variable characterizing the dynamics of the flow of fuel through the regulator valve.